

Troops Batter Lawrence Strikers; Keep Vigil for Dynamite Plot



MILITIA FIGHTING BACK STRIKERS. ARROW SHOWS SOLDIER WITH DISCHARGED REVOLVER.

Three Thousand Foreigners,
Marching with Flags Near
Mills, Are Repulsed.

ICE USED AS MISSILES

Head of Militia Confers with
Strike Leader and Reports a
Possibility of Settlement.

[SPECIAL DESPATCH TO THE HERALD.]
LAWRENCE, Mass., Wednesday.—Led by a band of young men carrying a huge American flag, 3,000 foreigners of the 25,000 mill workers, who quit work on Friday because their pay had been reduced less than forty cents a week, charged the militia in Canal street in the center of the mill district to-day and for twenty minutes a battle raged. Several persons were severely cut and bruised.

The militiamen pounded the strikers over the heads with wagon spokes until they realized that more desperate measures had to be adopted to keep them from pouring across short bridges which led into the mill yards, and then they drew revolvers. When the strikers saw this move they began hurling chunks of ice. Several militiamen were struck in the faces, and one of them was knocked down and tramped upon by a hundred strikers.

Just as Captain Louis S. Cox, in command of a detachment of battery C, rushed to the head of his men to give an order to fire a strike leader shouted, "Don't fire; we will not make any trouble," and the strikers retreated into Hampshire street.

Taking the man at his word, Captain Cox checked the order, but a moment later three hundred strikers rushed and broke through one end of the battery's line. Soldiers followed, beating them over the heads with clubs and the butts of their revolvers, but no shots were fired. At Atlantic street a detachment of infantry that had been summoned from various mill entrances faced the strikers with bayonets and infantry officers shouted, "Back or we will charge!"

Strikers Caught in Trap.
Realizing that they were caught in a trap, the strikers formed a circle around their flag and began cheering the soldiers. "It is all a mistake," said one of the leaders, "we simply wish to march. Let us go on and we will go to our halls and disperse."

Colonel E. Leroy Sweetser, in command of the militia, who had hurried to the scene of the trouble in an automobile, decided to give the strikers one more chance, and he directed that they be allowed to pass. Cheering and waving hundreds of small American flags, the strikers started on an apparently peaceful march toward Union street. But at Union and Canal streets they attempted to turn down toward the Wood Ayer and Duck mills, in which much machinery was demolished on Friday, but a little band of infantry, in command of Lieutenant John P. Davis, of Company K, Sixth regiment, of Lowell, drove them back with bayonets.

"I will be sorry if any are killed, but turn back or take the consequences," shouted Lieutenant Davis. With bayonets pointed against their bodies and a realization that Lieutenant Davis meant what he said, the strikers moved sullenly in the opposite direction and were soon on their way back to the strike headquarters.

Lawrence is full of ugly rumors to-night and it is feared that there may be a desperate encounter between the militia and the strikers to-morrow when the strikers plan to have a parade of all who are out of the mills. The military authorities have been notified that two hundred armed foreigners are coming here from Boston with the intention of fighting the troops if the parade is interfered with, and Colonel Sweetser has been told that a large quantity of dynamite has been purchased for the strikers in Boston.

Many foreign operatives who have re-

fused to join the strike have received Black Hand letters threatening death if they do not quit the mills, and secret information has been sent to mill owners which makes them fear attempts to blow up their property. The gates of all the mills are barricaded to-night, and at some breadworks of bales of cotton and lumber have been thrown up. Detachments of soldiers are in each of the mills.

Before the fight between militia and strikers to-day information was taken to the management of the Pacific Lower Mills which made them prepare for an attack. Barricades were erected, sharpshooters stationed in the mill windows and only employees were permitted to cross the bridges to the entrances.

Joseph J. Ettor and Colonel Sweetser of the militia had a talk at the armory this afternoon which Colonel Sweetser says may result to-morrow in a discussion of a plan to settle the strike, but what the plan is he will not say. After this conversation Colonel Sweetser talked over the telephone with Governor Foss.

Three men were arrested to-day for taking part in strike riots or inciting the strikers. The strikers had a mass meeting at which it was announced that

IRISH PLAYERS, SEIZED, GIVE BAIL

Arrests Follow Philadelphia Charge
That Their Production
Is Immoral.

[SPECIAL DESPATCH TO THE HERALD.]
PHILADELPHIA, Pa., Wednesday.—The Irish Players, who have been touring America under the patronage of Lady Gregory, and who have been attacked in several cities while producing "The Playboy of the Western World," were arrested to-night on a charge that the play is immoral. With the players was arrested the manager, L. A. Blumberg, the Shuberts' representative and manager of the Adelphi Theatre here, where the Irish Players are appearing in this city.

While the arrest was only technical, the prisoners not being dragged through the streets, they were forced to appear at the office of Superintendent of Police Taylor, where all were released on a "blanket" bond of \$5,000 to insure their appearance before Magistrate Carey at nine o'clock Friday morning.

The arrest was made on the complaint of Joseph Haggerty, a local liquor dealer, who appeared before Magistrate Carey late this afternoon and made affidavit that he had witnessed the production, and that it was immoral. The warrants were issued under the enactment of the Pennsylvania Legislature of 1901, which provides a fine of \$1,000 and imprisonment for any person who takes part in or produces an immoral play in this State.

It later developed that Haggerty is the person whom on Monday night got up in the parquet of the Adelphi Theatre and protested violently against the continuance of the play. He was thrown out of the theatre and later was arrested. He also was a member of the committee which called upon Mayor Blankenburg and requested that the play be suppressed here.

After bail had been arranged Superintendent of Police Taylor told Mr. Blumberg and the players to return to the theatre and he would give them ample protection. It also developed that last night there were more than fifty policemen scattered throughout the audience but they were unable to prevent the egg throwing and two riots after which fourteen men were arrested.

More than one hundred police were scattered through the audience to-night and the play went on without much interruption.

Mr. Blumberg to-night declared that it would be impossible for the complainant to prove that the play is either immoral or immoral.

the Shoe Workers Protective Union of Haverhill had voted \$500 to aid in the mill strike.

City Needs More Money.

Lawrence city officials will go to Boston to-morrow in an effort to get legislative authority to borrow \$500,000 to meet the expenses in connection with the strike. Lawrence is now head over heels in debt and before any more debts can be incurred the permission of the State Legislature must be obtained.

The authorities at Washington to-day instructed F. R. Gordon, Immigration Inspector, of Haverhill, to come to Lawrence and determine whether the alien contract labor law has been violated by mill corporations.

An unexpected development was the strike to-day of between 300 and 400 additional employees of the Arlington mills, among whom are a large number of members of unions connected with the United Textile Workers of America.

More operatives than on any day this week worked to-day at the mills, all of which, with two exceptions, were opened. The two mills which remained closed were the Everett and the Lawrence Duck mills.

AUTOMOBILE ON ICE BEATS TRAIN

Mr. Fred Koenig, in Dash Over Frozen
Hudson, Races with an
Express.

[SPECIAL DESPATCH TO THE HERALD.]
TARRYTOWN, N. Y., Wednesday.—Fred Koenig, who drove an automobile across the river yesterday, was out on the ice again to-day with his car, and traveled from Ossining to Irvington, racing trains. Mr. Koenig had a spirited race with an express from the Tarrytown station to Miss Helen M. Gould's dock, and all the passengers in the train eagerly watched the sport. He easily beat the train and was loudly cheered by the passengers.

Mr. Koenig paid a visit to the keeper of the Tarrytown lighthouse and then drove up to Ossining where he entertained the convicts in Sing Sing prison with displays of speed.

"Gee, what a get-a-way we could make with that," called one of them.

Mr. Koenig tried to cross to Piedmont, where a tug lies aground, but he could not drive his car over the piles of broken ice.

WANTS RUNAWAY GIRL.

Mrs. Buehler Comes to Get Foster Daughter, but Must Wait.

Mrs. Anna Buehler, foster mother of Violet Buehler, who was found here a few days ago after she had strangely disappeared from her home in Chicago, reached New York yesterday and consulted with officers of the Children's Society regarding the return of Miss Buehler to her home.

Mrs. Buehler was informed that the society was awaiting information from the Children's Society in Chicago before disposing of the girl's case.

Runaway Girl Causes Two Arrests in Chicago.

CHICAGO, Wednesday.—Charles McGlynn, twenty-four years old, and Roy Allen, twenty-six years old, who at one time boarded at the Myers Hotel, owned by Mrs. Buehler, were arrested here at the request of the New York police as the result of statements alleged to have been made by Violet Buehler. Both men deny the charges.

Where Classified News Is Placed To-Day.

General	3, 4, 5, 6, 7, 8, 9 and 22
Labor	3 and 6
Albany	3 and 6
Politics	4
Marine	4
Church	5
Cuba	6
Washington	6
Courts	6 and 7
Fires	7
Aviation	7
Music and Drama	8
Medical	9
Obituary	9
Editorial	10
Navy	10
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Art	12
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MR. GAYNOR TELLS FARMERS GOLD IS SENDING PRICES UP

In Address at Albany Depreciates Complaint and Says It Is Sign of Prosperity.

DEFENDS MIDDLEMAN'S SERVICES AS NECESSITY

[SPECIAL DESPATCH TO THE HERALD.]
ALBANY, N. Y., Wednesday.—In a friendly talk that one farmer might have with another, Mayor W. J. Gaynor, in an address to-night in the Assembly Chamber before the State Agricultural Societies, told the large audience that they should be no more frightened by the high prices they have to pay than by the high prices they receive. He declared the middleman was as necessary to the farmer as to the city man and that it was neither the tariff, the trusts nor the lack of a parcels post that made prices high, but it was the enormous production of gold.

There was no question about the Mayor pleasing the farmers. His quaint expressions and homely philosophy made them feel he was one of their own, and they cheered him time and time again. They could see when he was talking about potatoes and corn that he knew something of their business.

Recalls Cleaning Cow Stables.

"This country is not going to the dogs," he said in conclusion. "We love to grumble and growl and like to hear people talk calamity, but let us console ourselves with the thought that things are not so bad after all. They are much better now than when I was a boy. When I used to get out in the morning and clean out the cow stables I never thought I would stand here in this Assembly chamber."

"I thought I would like to do something else, so I wrote to Horace Greeley. Everybody used to write to Horace Greeley in those days, and what I know about farming and what he did not know would fill a large book. He sent back a letter and I could not decipher it, and the whole neighborhood took turns about making it out. I can remember that, after telling me to go West or to Florida, he said not in any circumstances to come to the modern Babylon of New York."

"I made up my mind not to go to New York. I went around in a circle, but finally landed there in modern Babylon, and now I am Mayor of it. I don't know what old Greeley is thinking about all this to-night."

Glad Prices Are High.

"People come to me at the City Hall and say farmers are getting too high prices. I have said to them that I am mighty glad prices are high, and I hope you will manage to keep prices high as long as possible. They say they want to abolish the middleman, and I said I did not have the slightest objection."

He went on to say that the middleman was necessary to distribute by storage and delivery the product of the farm. He declared that the parcels post would bring little relief in the distribution of the farm products.

"I dare say," he continued, "that the farmers could abolish their own middlemen in New York and other cities. Whether you could do it cheaper than the men who are competing with each other I do not know. Get your heads together and see."

"You farmers look a good deal better than the people who come to the City Hall. You look better fed, you go to bed earlier every night and don't smoke so many cigars. A contented mind, good health and a little philosophy are worth more than all the riches in the world."

"We hear many wild assertions on high prices. The truth is the greatest periods of prosperity the world ever had have been the periods of high prices. High prices do not mean hard times. Low prices and falling prices mean hard times. There is not much rascality and cheating that sends prices up. The reason for it is the enormous output of gold."

"CHANCE"

JOSEPH CONRAD'S Greatest Novel of the Sea, Was Written Especially for the

NEW YORK HERALD

The First Instalment Will Appear NEXT SUNDAY, Continuing Every Sunday Thereafter. DON'T MISS IT.

Thousands Forced to Wait in Cold Slay Surface Cars Are Cut Off to Save Expense



CROWD WAITING IN HERALD SQUARE FOR THROUGH CARS TO WEST SIDE.

Passengers Charge Companies
Are Trying to Force Every
One to Use Subway.

JAM IN HERALD SQUARE

Mr. Hedley Blames Severe Weather
and Declares Condition Will Be
Improved at Once.

Defiance of public demand for maximum efficiency in transportation service by the surface as well as elevated and subway lines in the rush hours, especially in the late afternoon and evening, has been the subject of a flood of recent complaints to the HERALD. Superficial investigation indicated immediately that these protests at the service, particularly on surface lines passing through Herald square, were well founded.

There is ocular and convincing evidence for an observer standing at Thirty-fourth street and Broadway any evening between half-past five and half-past six o'clock that the northbound surface service is being curtailed and at an hour when the traffic is the heaviest of the day. One who goes farther and questions employees of the street railway company may get evidence that a petty economy in wages and service charges is being blamed for the withdrawal from the service of surface cars when all that can be operated on those lines would be inadequate.

The passenger who wants to get home from the Herald square section knows if his northward journey starts every evening from this district that while he stands

waiting car after car passes him all marked to stop on their northward journey far short of his destination. He is familiar with the daily spectacle of two score tired, and in these days very cold, persons standing at Thirty-fourth street and Broadway while cars marked "Fiftieth Street Only" pass northward only half filled. When a car arrives bound to 106th street or points farther north it invariably is overcrowded with passengers, and in some cases only a portion of the scores waiting can find room to pack themselves aboard even with the vigorous use of physical effort.

Women are the chief sufferers, and many of the complaints sent to the HERALD are from husbands and fathers whose wives and daughters have been caught in the shopping crush in the late afternoons and have suffered the humiliating as well as dangerous adventures of a homeward trip at the rush hour time in a surface car. The horrors of subway travel in the evening rush hour often are expressed in these complaints, the writers declaring "It is, of course, out of the question for any woman, unless driven by necessity, to trust herself in the subway during the evening rush hour." They make similar reference to the condition of "I" travel during the same daily period.

Diverting Traffic to Subway.

Interviews with business men in the Herald square neighborhood whose homes are between Fifty-ninth and Ninety-sixth street on the west side disclosed that a majority have been using the surface lines. Many said that several years ago they used the elevated trains and also used the subway in its early years, walking to Forty-second street and Broadway. Those who have abandoned the subway and elevated lines for the surface routes

declare that they had done so to avoid the crush of evening rush hour travel and had found the surface cars until recent days a more agreeable method of travel.

Such relieved conditions almost have ceased to exist, they say, and the crowding of the surface cars, they say, now is almost as great as on the subway or elevated trains. Some declared that their observations disclosed a direct effort by the surface lines to utilize the equipment only at the utmost limit of capacity for each car in service and to drive to the subway or the elevated, which are both operated by the Interborough, all other traffic so divertible. This, they declare, would be explained by a systematic design for the diversion of the Interborough by all transportation business not carried by the surface lines at the highest rate of return in fares for each trip of a car. That the Interborough lines could carry such diverted business at all times at a higher rate of profit from each fare than the surface lines is looked upon as a community of interest between the Interborough and the fundamental directing forces of the bankrupt and disordered individual factors of the surface system of the city.

Reduced to one concrete example, the wide indications in support of the charges made by those who have complained to the HERALD may be seen in a glance at the schedule of cars passing northward last night through Herald square on the Broadway and the Sixth avenue lines. The period of observation was about ten minutes and was selected at random after the homeward rush had only well begun. Scores of other observations made in the last week at the same and other points in the city gave practically the same result.

Withdrawn at Fiftieth Street.
In the following table the route of each car as designated by the sign on its side is given, as well as its northbound terminus, as indicated by the small sign on the car front. The numerals state the number of cars for each route and terminal destination that passed during the period of observation.

In Broadway:—
Broadway and Columbus avenue, 106th street..... 3
Broadway and Amsterdam, 125th street..... 3
Broadway, Columbus and Lenox, 140th street..... 2
Broadway, Seventh avenue, Fifty-ninth street..... 1
Broadway, Fiftieth street..... 1
In Sixth avenue:—
Sixth avenue and Amsterdam, 125th street..... 2
Sixth avenue, Fifty-ninth street..... 4
Sixth avenue and Amsterdam, 106th street..... 1
Sixth avenue, Fiftieth street..... 1

The northbound rush hour surface cars here noted make a total of ten in Broadway and nine in Sixth avenue. Of these it may be seen one in Sixth avenue and one in Broadway were marked to Fiftieth street only as the furthest point of the trip northward. It meant also that this car was going to be removed from service at the end of that trip. Exceptions to this rule do not supply a contradiction of the statement that cars marked "Fiftieth Street Only" at that time of day are on their last trip for the day.

This shows that the surface car managers were about to remove two out of nineteen cars, more than ten per cent, and reduce by just that much their capacity for carrying to west side homes above Fiftieth street any part of the throng that stood waiting. It also shows that seven cars, or more than one-third of the whole number of west side surface cars northbound through Herald square at a rush hour period, were being utilized for passenger transportation only as far as Fiftieth or Fifty-ninth street.

Cars "Squeezed" Out.

This allotment of destinations for cars was not dictated by the traffic demand as evidenced from the relative number of passengers in or seeking to enter each car. The number of those who showed by letting cars on the shorter routes pass them that they wished to be carried above Fiftieth street was enormously greater than that of the passengers who got on the Fifty-ninth street and the Fiftieth street terminal cars. When a car bound for 106th or 125th street or Lenox avenue arrived not only was it crowded uncomfortably, but every one in waiting tried to get on board of it.

Following up this condition in Herald square crowds were discovered at the principal Broadway and Sixth avenue crossings, all of whom let the Fifty-ninth and the Fiftieth street cars pass, except for a trifling portion of the waiting ones, and the same rush to enter the cars bound on longer routes northward was apparent. Employees who evidently had their eyes upon only the personal aspects of the surface lines' management said that as many cars as could be "squeezed" out of

POLICEMAN, ILL, IS LOCKED IN CELL

Had Been on Duty at Equitable
Ruins and Sergeant Thought
He Was Intoxicated.

Walking with a limp because of an injury to his right knee, Policeman Thomas J. Coyne, of the Fifth street station, who had been on duty at the Equitable Building ruins, was on his way home on sick leave yesterday when he was arrested by Policeman John Dinselbacher, of the Oak street station, and locked in a cell on a charge of intoxication. When notified of the arrest Deputy Police Commissioner Dillon gave orders over the telephone for the suspension of Policeman Coyne.

Dr. Charles Dillon, a police surgeon, was then sent to the Oak street station to attend Coyne. He reported that he could find no signs of intoxication, and pronounced the policeman fit for duty. In the Men's Night Court Policeman Dinselbacher told Magistrate McQuade that he had acted on the instructions of Sergeant William H. Smith when he placed Policeman Coyne under arrest. He said that after Coyne had been locked in a cell it was found that he was ill. Sergeant Smith explained to the Magistrate that Coyne was staggering, and he thought he was intoxicated.

Policeman Coyne said that he was suffering severe pain, and had asked a stranger to support him until he could reach a street car. "This probably caused the sergeant to think that I had been drinking," he explained to Magistrate McQuade. He was discharged.

TWO DIE IN TROLLEY CRASH.

Fast Suburban Car Plunges Head On Into Work Train in Indiana.

MARTINSVILLE, Ind., Wednesday.—Two men were killed and six others injured, one probably fatally, when a limited interurban car, outbound from Indianapolis, ran head on into a work train to-day, four miles out of Martinsville. The men killed were a section foreman and conductor of the work train.

The work train was standing on a siding at Riverdale curve when the limited, which was trying to make up lost time, ran into it.

COLD COURT ENDS CHILDISH ROMANCE

Boy of 17 and Girl of 14 Ran
Away and Kept House Just
as Grown-Ups Do.

Frowns from the bench and an intimation that William Macarty, seventeen years old, might spend the next four years in jail only made him and Helen Barrett, fourteen years old, try to embrace each other in the Long Island City Police Court yesterday. Macarty said he did not know that the law prohibited him from trying to marry his sweetheart, and she told the Magistrate that she would "wait for Willie" for forty years, even if he was in prison.

Magistrate Leach looked at the bright, determined lad for a long time, and watched the devoted interest of the girl before he sighed and said he could take no other course than to hold Macarty in \$1,000 bail on a charge of abduction. Mrs. Alice Barrett, of No. 134 East Seventeenth street, Manhattan, took her daughter home after the girl had embraced Macarty in farewell.

The boy and girl were found at a lodging in Third street, Long Island City, by the police after an alarm had been circulated at the request of Mrs. Barrett. They explained that they had tried vainly to induce various clergymen and officials to perform a marriage ceremony.

"How do you expect to support a wife?" Magistrate Leach asked the young man, who replied that he was employed as a clerk in this city at \$5 a week. Macarty added that he would work so hard that his employer would surely raise his pay and he and Helen would have enough to live on.

AGED COUPLE FLEE TO MARRY

[SPECIAL DESPATCH TO THE HERALD.]

BINGHAMTON, N. Y., Wednesday.—Fredrick B. Royce, seventy-one years old, of Berkshire, N. Y., and Mary J. Allen, seventy, of Shosquin, Pa., were married here to-day. It was the fourth marriage of Mr. Royce and the fifth of his bride, their previous partners having died.

When they obtained a marriage license they asked that it be kept secret for a few days, because they had left their homes, more than fifty miles apart, without the knowledge of their relatives, to meet here for the ceremony. It was their first experience in obtaining a license, and the bridegroom remarked that it was more fun getting the license than getting married.